



# 2020 Ford Super Duty® Pickup

## AMERICA'S HARDEST WORKING TRUCKS.

The 2020 Super Duty reinforces the long tradition of F-Series toughness and continues to meet the needs of a multitude of commercial vocations, as well as personal use towing customers. Within the toughest industries, Super Duty pickups provide tough-as-nails work capability as well as SuperCab and Crew Cab configurations in both 4x2 and 4x4 drivetrains for added flexibility.

### 6.7L V8 POWER STROKE® TURBO DIESEL

Available on all models and cab configurations.

HORSEPOWER

**475 hp @ 2,600 rpm**

TORQUE

**1,050 lb.-ft. @ 1,600 rpm**

Horsepower and torque are independent attributes and may not be achieved simultaneously.



F-450 Limited Crew Cab 4x4  
with 6.7L V8 Turbo Diesel



NEXT  
LEVEL  
POWER

### Third-Generation 6.7L Power Stroke – The Diesel Leader

Super Duty's third-generation 6.7-liter Power Stroke includes a new 36,000-psi fuel injection system with all-new injectors that precisely meter and spray up to eight times per stroke to control noise levels and optimize combustion. New steel pistons provide higher firing pressure capability and less friction – meaning improved performance and more horsepower and torque than ever. (Compared with previous-generation Super Duty.)

### New 7.3L Gas V8 – Most Powerful In Its Class

The available all-new 7.3L gas V8 engine provides high performance in a compact package, with available best-in-class gas V8 output of 430 horsepower, available best-in-class gas torque of 475 lb.-ft., and expanded towing and payload capability for the toughest of jobs.<sup>1</sup> Port injection with variable-valve timing optimizes the intake and exhaust to match performance with workloads. Oil jets cool the pistons under heavy loads.

### 6.2L 2-Valve Gas V8 – Leads The Class

This available 6.2L V8 workhorse eases your heavy-duty workload with 385 hp and 430 lb.-ft. torque. The engine's stiff SOHC valvetrain with roller-rocker shafts enables an intake- and exhaust-port layout that optimizes airflow, helping it produce plenty of torque down low.

<sup>1</sup>Class is Full-size Pickups over 8,500 lbs. GVWR based of Ford segmentation.



# 2020 Ford Super Duty® Pickup

## SUPER DUTY SMART TECHNOLOGY



### 5TH-WHEEL/GOOSENECK PREP PACKAGE

Available on all models

Provides the necessary under-the-bed hardware to allow mounting of a 5th-wheel/gooseneck hitch in the pickup bed to put more of the trailer weight over the tow vehicle

Features five pickup bed attachment points with plugs, frame under-bed crossmember and integrated 7-pin connector

### SMART TRAILER TOW CONNECTOR

Provides trailer connection status, lighting and trailer battery alerts/warnings

Alerts/warnings are displayed in the message center on the 4.2" screen in the center instrument cluster

Included in all optional towing packages

### STANDARD TRAILER SWAY CONTROL

Works in conjunction with AdvanceTrac® with RSC (Roll Stability Control™) to detect trailer sway and reduce it as necessary

AdvanceTrac® control module incorporates additional software to monitor the vehicle's performance while towing

The added software measures the yaw motion of the vehicle to determine if the trailer is swaying and then responds to eliminate the sway condition<sup>2</sup>

### STANDARD HILL START ASSIST

Helps prevent rolling back on a grade by momentarily maintaining brake pressure until the engine delivers enough torque to move the truck up the hill

Whether heading up an incline in drive or in reverse, you're covered

### TRAILER BRAKE CONTROLLER (TBC)

Ensures smooth and effective trailer braking by powering the trailer's brakes with an output proportional to the towing vehicle's brake pressure

The controller adapts output based on the status of the Anti-lock Brake System (ABS)

When the ABS module senses the towing vehicle's brakes are approaching lockup, the controller's trailer braking strategy changes to compensate for traction conditions, reducing the risk of trailer brake lockup

Provides instant visual and audible warnings in case of accidental trailer disconnect

Fully integrated into the truck's brake system

Manual control lever and +/- (GAIN adjustment) buttons allow the trailer brakes to be manually applied and adjusted for improved performance

Standard on F-350 DRW/F-450; optional on F-250/F-350 SRW

Factory-installed and warranted by Ford Motor Company<sup>3</sup>

### TOW/HAUL MODE WITH INTEGRATED ENGINE-EXHAUST BRAKE

Tow/haul mode and tow/haul mode with integrated engine-exhaust brake (6.7L V8 Power Stroke® turbo diesel only) with auto setting give drivers even greater control when traveling downhill

Helps eliminate unwanted frequency of gear shifting on steep uphill grades and allow engine braking to maintain or reduce vehicle speed and assist the driver in controlling the vehicle when descending a steep grade



### TRAILER REVERSE GUIDANCE

Utilizes 3 cameras to provide multiple views along with steering guidance graphics to assist in backing and maneuvering a trailer

Included with the Ultimate Trailer Tow Camera System



### ULTIMATE TRAILER TOW CAMERA SYSTEM WITH PRO TRAILER BACKUP ASSIST

Available 360-degree camera with split-view display utilizes 4 cameras to provide an all-around view on 8" color screen

Trailer Reverse Guidance uses 3 cameras to provide multiple views of trailers, as well as steering guidance graphics, to assist with trailer maneuvers while in reverse

Trailer Reverse Guidance functions with all trailers, including gooseneck and 5th-wheel applications

Optional on XL, XLT and Lariat; Standard on King Ranch®, Platinum and Limited

<sup>2</sup>Remember that even advanced technology cannot overcome the laws of physics. It's always possible to lose control of a vehicle due to inappropriate driver input or improper trailer loading for the conditions. <sup>3</sup>See limited warranty for details. Ask your dealer for details.





# 2020 Ford Super Duty® Pickup



F-250 Crew Cab with Tremor Package

## F-250 SRW SUPER DUTY PICKUP

## TRAILER TOWING SELECTOR

### CONVENTIONAL TOWING

### MAXIMUM LOADED TRAILER WEIGHT (lbs.)

**Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on the last page. See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing"**

Automatic Transmission			REGULAR CAB				SUPERCAB								CREW CAB							
Engine	Axle Ratio	GCWR (lbs.)	4x2 142" WB 8' Box		4x4 142" WB 8' Box		4x2 148" WB 6-3/4' Box		4x2 164" WB 8' Box		4x4 148" WB 6-3/4' Box		4x4 164" WB 8' Box		4x2 160" WB 6-3/4' Box		4x2 176" WB 8' Box		4x4 160" WB 6-3/4' Box		4x4 176" WB 8' Box	
			Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing
6.2L V8	3.73	19,500	13,000	13,300	12,900	12,900	13,000	13,000	12,900	12,900	12,600	12,600	12,500	12,500	12,900	12,900	12,700	12,700	12,500	12,500	12,300	12,300
	4.30	22,000	13,000	14,000	14,000	15,000	13,000	14,000	14,000	15,000	14,000	15,000	15,000	15,000	14,000	15,000	15,000	15,000	15,000	15,000	14,800	14,800
6.7L V8 Turbo Diesel	3.31	23,500	14,000	15,000	14,000	15,000	14,000	15,000	15,000	15,000	14,000	15,000	15,000	15,000	15,000	15,000	15,900 <sup>2</sup> /15,000	15,900 <sup>2</sup> /15,000	15,000	15,000	15,400 <sup>2</sup> /15,000	15,400 <sup>2</sup> /15,000
			30,000 <sup>1</sup>	14,000	15,200	14,000	15,000	14,000	15,200	15,200	15,200	14,000	15,000	20,000 <sup>4</sup>	20,000 <sup>4</sup>	15,200	15,200	18,200	18,200	20,000 <sup>4</sup> /15,000 <sup>2,3</sup>	20,000 <sup>4</sup> /15,000 <sup>2,3</sup>	20,000 <sup>4</sup>
	3.55	30,000 <sup>1</sup>	14,000	15,200	14,000	15,000	14,000	15,200	15,200	15,200	14,000	15,000	20,000 <sup>4</sup>	20,000 <sup>4</sup>	15,200	15,200	18,200	18,200	20,000 <sup>4</sup> /15,000 <sup>2,3</sup>	20,000 <sup>4</sup> /15,000 <sup>2,3</sup>	20,000 <sup>4</sup>	20,000 <sup>4</sup>
7.3L V8	3.55	21,800	13,000	14,000	14,000	15,000	13,000	14,000	14,000	15,000	14,000	14,800	14,700	14,700	14,000	15,000	14,900	14,900	14,700	14,700	14,500	14,500
	4.30	24,900 <sup>1,3</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15,000	15,000	-	-
		26,000 <sup>1</sup>	13,000	14,000	14,000	15,000	13,000	14,000	14,000	15,000	14,000	15,000	15,000	15,000	14,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000

<sup>1</sup>Requires Trailer Tow Package.  
<sup>2</sup>Optional 9,900-lb. GVWR Package (68D). <sup>3</sup>Tremor Off-Road Package (17Y). <sup>4</sup>Requires 18" All-Season or 20" All-Terrain Tires.

**Notes:** • Calculated with SAE J2807<sup>®</sup> method.  
 • Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.



# 2020 Ford Super Duty® Pickup



F-250 XL Crew Cab 4x4 with STX Package

## F-250 SRW SUPER DUTY PICKUP

## TRAILER TOWING SELECTOR

### 5TH-WHEEL/ GOOSENECK TOWING

### MAXIMUM LOADED TRAILER WEIGHT (lbs.)

**Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on the last page. See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing"**

Automatic Transmission			REGULAR CAB		SUPERCAB				CREW CAB			
Engine	Axle Ratio	GCWR (lbs.)	4x2 142" WB 8' Box	4x4 142" WB 8' Box	4x2 148" WB 6-3/4' Box	4x2 164" WB 8' Box	4x4 148" WB 6-3/4' Box	4x4 164" WB 8' Box	4x2 160" WB 6-3/4' Box	4x2 176" WB 8' Box	4x4 160" WB 6-3/4' Box	4x4 176" WB 8' Box
6.2L V8	3.73	19,500	13,300	12,800	13,000	12,900	12,600	12,500	12,900	12,700	12,500	12,200
	4.30	22,000	15,800	15,300	15,500	15,400	15,100	15,000	15,400	15,200	15,000	14,700
6.7L V8 Turbo Diesel	3.31	23,500	16,400	16,000	16,200	16,000	15,500/14,800 <sup>4</sup>	14,700/14,000 <sup>4</sup>	16,100	15,800/15,200 <sup>4</sup>	14,700/14,100 <sup>4</sup>	12,900/12,200 <sup>4</sup>
		30,000 <sup>1</sup>	22,800 <sup>2</sup>	21,800 <sup>2</sup>	22,000 <sup>2</sup>	21,900 <sup>2</sup>	20,100 <sup>2</sup>	19,100 <sup>2</sup>	21,700 <sup>2</sup>	20,400 <sup>2</sup>	19,100 <sup>2</sup> /12,100 <sup>3,4</sup>	17,300
7.3L V8	3.55	30,000 <sup>1</sup>	22,800 <sup>2</sup>	21,800 <sup>2</sup>	22,000 <sup>2</sup>	21,900 <sup>2</sup>	20,100 <sup>2</sup>	19,100 <sup>2</sup>	21,700 <sup>2</sup>	20,400 <sup>2</sup>	19,100 <sup>2</sup> /18,100 <sup>2,3</sup>	17,300
	4.30	24,900 <sup>1,3</sup>	-	-	-	-	-	-	-	-	17,500/16,900 <sup>4</sup>	-
		26,000 <sup>1</sup>	19,600 <sup>2,4</sup> /19,500 <sup>2</sup>	19,200 <sup>2,4</sup> /19,100 <sup>2</sup>	19,400 <sup>2,4</sup> /19,300 <sup>2</sup>	19,300 <sup>2,4</sup> /19,200 <sup>2</sup>	18,900 <sup>2,4</sup> /18,800 <sup>2</sup>	18,700 <sup>2,4</sup> /18,600 <sup>2</sup>	19,300 <sup>2,4</sup> /19,200 <sup>2</sup>	19,000 <sup>2,4</sup> /18,900 <sup>2</sup>	18,700 <sup>2,4</sup> /18,600 <sup>2</sup>	17,000 <sup>2,4</sup> /16,900

<sup>1</sup>Requires Trailer Tow Package.

<sup>2</sup>Gooseneck tow rating shown. 5th-wheel tow rating limited to 5th-wheel hitch rating of 18,000 lbs. <sup>3</sup>Tremor Off-Road Package (17Y). <sup>4</sup>Optional 9,900-lb. GVWR Package (68D).

**Notes:** • Calculated with SAE J2807® method.

• Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

## Tailgate Clearance

### Considerations When Towing a 5th-Wheel or Gooseneck Trailer

Model	F-250	F-350 SRW	F-350 DRW	F-450 DRW	TREMOR
Max. Tailgate Height 4x4*	57.8–60.0 inches	56.7–59.7 inches	58.1–58.9 inches	58.8–59.3 inches	59.7–61.3 inches

\*Distance from ground to top of closed tailgate lip at base curb weight.

**Note:** Maximum tailgate height will vary based upon vehicle configuration, option content and tire size.

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.





# 2020 Ford Super Duty® Pickup



F-350 XLT Crew Cab 4x4

## F-350 SRW SUPER DUTY PICKUP

## TRAILER TOWING SELECTOR

### CONVENTIONAL TOWING

### MAXIMUM LOADED TRAILER WEIGHT (lbs.)

**Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on the last page. See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing"**

Automatic Transmission			REGULAR CAB				SUPERCAB						CREW CAB									
Engine	Axle Ratio	GCWR (lbs.)	4x2 142" WB 8' Box		4x4 142" WB 8' Box		4x2 148" WB 6-3/4' Box		4x2 164" WB 8' Box		4x4 148" WB 6-3/4' Box		4x4 164" WB 8' Box		4x2 160" WB 6-3/4' Box		4x2 176" WB 8' Box		4x4 160" WB 6-3/4' Box		4x4 176" WB 8' Box	
			Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing
6.2L V8	3.73	19,500	13,000	13,200 <sup>3/</sup> 13,100 <sup>4,5</sup> 13,000 <sup>1</sup>	12,700/ 12,600 <sup>1,2</sup>	12,700/ 12,600 <sup>1,2</sup>	12,800	12,800	12,700	12,700	12,400	12,400	12,300 <sup>4,7</sup> / 12,200 <sup>2</sup>	12,300 <sup>4,7</sup> / 12,200 <sup>2</sup>	12,700/ 12,600 <sup>1</sup>	12,700/ 12,600 <sup>1</sup>	12,500/ 12,400 <sup>1</sup>	12,500/ 12,400 <sup>1</sup>	12,300/ 12,200 <sup>1,2</sup>	12,300/ 12,200 <sup>1,2</sup>	12,000	12,000
	4.30	23,000	13,000	14,000	14,000/ 13,000 <sup>2</sup>	15,000	13,000	14,000	15,000	15,000	14,000/ 13,000 <sup>2</sup>	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
6.7L V8 Turbo Diesel	3.31	30,000	14,000	15,000	14,000	15,000	14,000	15,000	15,000	15,000	14,000	15,000	20,000 <sup>6</sup>	20,000 <sup>6</sup>	15,000	15,000	18,200	18,200	20,000 <sup>6</sup>	20,000 <sup>6</sup>	20,000 <sup>6</sup>	20,000 <sup>6</sup>
	3.55	30,000	14,000	15,000	14,000	15,000	14,000	15,000	15,000	15,000	14,000	15,000	20,000 <sup>6</sup>	20,000 <sup>6</sup>	15,000	15,000	18,200	18,200	20,000 <sup>6/</sup> 15,000 <sup>8</sup>	20,000 <sup>6/</sup> 15,000 <sup>8</sup>	20,000 <sup>6</sup>	20,000 <sup>6</sup>
7.3L V8	3.73	23,500	13,000	14,000	14,000/ 13,000 <sup>2</sup>	15,000	13,000	14,000	15,000	15,000	14,000/ 13,000 <sup>2</sup>	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
	4.30	27,500	13,000	14,000	14,000/ 13,000 <sup>2</sup>	15,000	13,000	14,000	15,000	15,000	14,000/ 13,000 <sup>2</sup>	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000

<sup>1</sup>18" All-Season Tires. <sup>2</sup>18" and 20" All-Terrain Tires. <sup>3</sup>17" Tires with 6-speed transmission. <sup>4</sup>17" Tires. <sup>5</sup>18" Tires with 6-speed transmission. <sup>6</sup>Requires 18" All-Season or 20" All-Terrain Tires. <sup>7</sup>Optional 11,400-lb. GVWR Package (68L). <sup>8</sup>Tremor Off-Road Package (17Y).

**Notes:** • Calculated with SAE J2807<sup>®</sup> method.  
• Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

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# 2020 Ford Super Duty® Pickup



F-350 XLT Crew Cab 4x4 with Tremor Package

## F-350 SRW SUPER DUTY PICKUP

## TRAILER TOWING SELECTOR

### 5TH-WHEEL GOOSENECK TOWING

### MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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Engine	Axle Ratio	GCWR (lbs.)	4x2 142" WB 8' Box	4x4 142" WB 8' Box	4x2 148" WB 6-3/4' Box	4x2 164" WB 8' Box	4x4 148" WB 6-3/4' Box	4x4 164" WB 8' Box	4x2 160" WB 6-3/4' Box	4x2 176" WB 8' Box	4x4 160" WB 6-3/4' Box	4x4 176" WB 8' Box
6.2L V8	3.73	19,500	13,100/13,000 <sup>1</sup>	12,600	12,800/12,700 <sup>1</sup>	12,700/12,600 <sup>1</sup>	12,400/12,300 <sup>1,2</sup>	12,300/12,200 <sup>1,2</sup>	12,600	12,400	12,200	12,000 <sup>3,7</sup> /11,900 <sup>1,2</sup>
	4.30	23,000	16,600/16,500 <sup>1</sup>	16,100	16,300/16,200 <sup>1</sup>	16,200/16,100 <sup>2</sup>	15,900/15,800 <sup>1,2</sup>	15,800 <sup>3,7</sup> /15,700 <sup>1,2</sup>	16,100	15,900	15,700	15,500 <sup>3,7</sup> /15,400 <sup>1,2</sup>
6.7L V8 Turbo Diesel	3.31	30,000	22,800 <sup>4</sup> /19,200 <sup>3,4</sup>	22,400 <sup>4,5,7</sup> /22,300 <sup>2</sup> /16,400 <sup>3</sup>	22,600 <sup>4</sup> /22,100 <sup>4</sup> /17,700 <sup>3</sup>	22,500 <sup>7</sup> /22,400 <sup>4</sup> /22,100 <sup>1,2,4</sup> /16,800 <sup>3</sup>	22,200 <sup>4,7</sup> /22,100 <sup>1,2,4</sup> /21,500 <sup>4</sup> /14,800 <sup>3</sup>	23,300 <sup>4</sup> /22,100 <sup>7</sup> /22,000 <sup>1,2,4</sup> /21,700 <sup>4</sup> /14,000 <sup>3</sup>	22,400 <sup>4</sup> /21,500 <sup>4</sup> /16,500 <sup>3</sup>	22,200 <sup>4,7</sup> /22,100 <sup>4</sup> /20,900 <sup>4</sup> /14,900 <sup>3</sup>	22,000 <sup>4,7</sup> /21,900 <sup>1,2,4,6</sup> /21,100 <sup>4</sup> /13,700 <sup>3</sup>	21,700 <sup>1,2,4</sup> /21,300 <sup>4,7</sup> /20,700 <sup>4</sup> /12,000 <sup>3</sup>
	3.55	30,000	22,800 <sup>4</sup> /19,200 <sup>3,4</sup>	22,400 <sup>4,5,7</sup> /22,300 <sup>2</sup> /16,400 <sup>3</sup>	22,600 <sup>4</sup> /22,100 <sup>4</sup> /17,700 <sup>3</sup>	22,500 <sup>7</sup> /22,400 <sup>4</sup> /22,100 <sup>1,2,4</sup> /16,800 <sup>3</sup>	22,200 <sup>4,7</sup> /22,100 <sup>1,2,4</sup> /21,500 <sup>4</sup> /14,800 <sup>3</sup>	23,300 <sup>4</sup> /22,100 <sup>7</sup> /22,000 <sup>1,2,4</sup> /21,700 <sup>4</sup> /14,000 <sup>3</sup>	22,400 <sup>4</sup> /21,500 <sup>4</sup> /16,500 <sup>3</sup>	22,200 <sup>4,7</sup> /22,100 <sup>4</sup> /20,900 <sup>4</sup> /14,900 <sup>3</sup>	22,000 <sup>4,7</sup> /21,900 <sup>1,2,4,6</sup> /21,100 <sup>4</sup> /13,700 <sup>3</sup>	21,700 <sup>1,2,4</sup> /21,300 <sup>4,7</sup> /20,700 <sup>4</sup> /12,000 <sup>3</sup>
7.3L V8	3.73	23,500	17,000	16,600 <sup>5</sup> /16,500 <sup>1,2</sup>	16,800/16,700 <sup>1</sup>	16,700/16,600 <sup>1</sup>	16,300	16,200	16,600	16,400/16,300 <sup>1</sup>	16,200/16,100 <sup>1,2</sup>	16,000 <sup>5</sup> /15,900 <sup>1,2</sup>
	4.30	27,500	21,000 <sup>4</sup>	20,600 <sup>3,4</sup> /16,600/16,500 <sup>1,2</sup>	20,800 <sup>4</sup> /20,700 <sup>1,4</sup>	20,700 <sup>4</sup> /20,600 <sup>1,4</sup>	20,300 <sup>4</sup> /19,200 <sup>3,4</sup>	20,200 <sup>4</sup> /18,500 <sup>3,4</sup>	20,600 <sup>4</sup>	20,400 <sup>4</sup> /20,300 <sup>1,4</sup> /19,500 <sup>3,4</sup>	20,200 <sup>4</sup> /20,100 <sup>1,2,4</sup> /20,000 <sup>4,6</sup> /18,200 <sup>3,4</sup> /16,800 <sup>5</sup>	20,000 <sup>4,5,7</sup> /19,900 <sup>1,2,4</sup> /16,700 <sup>3</sup>

<sup>1</sup>18" All-Season Tires. <sup>2</sup>18" and 20" All-Terrain Tires. <sup>3</sup>Optional 10,000-lb. GVWR Package (68D). <sup>4</sup>Gooseneck tow rating shown. 5th-wheel tow rating limited to 5th-wheel hitch rating of 18,000 lbs. <sup>5</sup>17" Tires. <sup>6</sup>Tremor Off-Road Package (17Y). <sup>7</sup>Optional 11,400-lb. GVWR Package (68L).

Notes: - Calculated with SAE J2807® method.

- Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.





# 2020 Ford Super Duty® Pickup



F-450 Limited Crew Cab 4x4

## F-350/450 DRW SUPER DUTY PICKUP

## TRAILER TOWING SELECTOR

### MAXIMUM LOADED TRAILER WEIGHT (lbs.)

**Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on the last page. See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing"**

### CONVENTIONAL TOWING

Automatic Transmission			REGULAR CAB								SUPERCAB				CREW CAB							
Engine	Axle Ratio	GCWR (lbs.)	F-350		F-450		F-350		F-350		F-350		F-450		F-450		F-450		F-450			
			4x2 142" WB 8' Box	4x4 142" WB 8' Box	4x2 142" WB 8' Box	4x4 142" WB 8' Box	4x2 164" WB 8' Box	4x4 164" WB 8' Box	4x2 176" WB 8' Box	4x4 176" WB 8' Box	4x2 176" WB 8' Box	4x4 176" WB 8' Box	4x2 176" WB 8' Box	4x4 176" WB 8' Box	4x2 176" WB 8' Box	4x4 176" WB 8' Box						
6.2L V8	3.73	20,000	13,300 <sup>1</sup> / 13,200	13,300 <sup>1</sup> / 13,200	12,800	12,800	-	-	-	-	12,700	12,700	12,300	12,300	12,500	12,500	12,100	12,100	-	-	-	-
	4.30	23,500	16,700	16,700	16,300	16,300	-	-	-	-	16,200	16,200	15,800	15,800	16,000	16,000	15,600	15,600	-	-	-	-
6.7L V8 Turbo Diesel	3.55	40,000	18,000	21,000	18,000	20,000	-	-	-	-	18,000	21,200	19,000	21,200	19,000	21,200	21,200	21,200	-	-	-	-
	4.10	43,400	18,000	21,000	18,000	20,000	-	-	-	-	18,000	21,200	19,000	21,200	19,000	21,200	21,200	21,200	-	-	-	-
	4.30	43,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24,200	24,200	24,200	24,200
		45,300	-	-	-	-	21,200	21,200	21,200	21,200	-	-	-	-	-	-	-	-	-	-	-	-
7.3L V8	3.73	24,000	17,000	17,200	16,800	16,800	-	-	-	-	16,700	16,700	16,300	16,300	16,500	16,500	16,100	16,100	-	-	-	-
	4.30	28,000	17,000	21,000	18,000	20,000	-	-	-	-	18,000	20,700	18,000	20,000	19,000	20,500	19,000	20,100	-	-	-	-

### 5TH-WHEEL/GOOSENECK TOWING

6.2L V8	3.73	20,000	13,200	12,700	-	-	12,700	12,300	12,500	12,000	-	-
	4.30	23,500	16,700	16,200	-	-	16,200	15,800	16,000	15,500	-	-
6.7L V8 Turbo Diesel	3.55	40,000	32,400	32,000	-	-	32,000	31,600	31,800	31,300	-	-
	4.10	43,400	35,750 <sup>2</sup>	35,400 <sup>2</sup>	-	-	35,400 <sup>2</sup>	35,000 <sup>2</sup>	35,200 <sup>2</sup>	34,700 <sup>2</sup>	-	-
	4.30	43,500	-	-	-	-	-	-	-	-	34,600 <sup>2</sup>	32,600 <sup>2</sup>
		45,300	-	-	37,000 <sup>2</sup>	36,400 <sup>2</sup>	-	-	-	-	-	-
7.3L V8	3.73	24,000	17,200	16,700	-	-	16,700	16,300	16,500	16,000	-	-
	4.30	28,000	21,200	20,700	-	-	20,700	20,300	20,500	20,000	-	-

<sup>1</sup>6-speed transmission.  
<sup>2</sup>Gooseneck tow rating shown. 5th-wheel tow rating limited to 5th-wheel hitch rating of 32,500 lbs.

**Notes:** • Calculated with SAE J2807<sup>®</sup> method.  
• Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.



# 2020 Ford Super Duty® Pickup



## Trailer Towing Package

Model (Option Code)	F-250/F-350/F-450 Super Duty Pickup (Std.)	F-250 Super Duty Pickup <sup>1</sup> (535)	F-250 Super Duty Pickup <sup>1</sup> (53Q)
7-Wire Harness & 4-/7-Pin Connector	X	(Std.)	(Std.)
Hitch Receiver	See chart below	See chart below	See chart below
Smart Trailer Tow Connector	X <sup>2</sup>	-	-
Trailer Brake Wiring/Feed Kit	X <sup>3</sup>	(Std.)	(Std.)
Upgraded Rear Axle	X <sup>2</sup>	X	X
Increased GCW (6.7L)	X <sup>2</sup>	X	X
Trailer Brake Controller	X <sup>2</sup>	(Std.) <sup>4</sup>	(Std.) <sup>4</sup>
Ultimate Trailer Tow Camera System	-	-	X
Pro Trailer Backup Assist	-	-	X

<sup>1</sup>Requires 6.7L diesel engine. <sup>2</sup>F-350 DRW/F-450 only. <sup>3</sup>In-cab, no controller (SRW). <sup>4</sup>Required on XL.

- Notes:**
- Content may vary depending on model, trim and/or powertrain. See your dealer for specific content information.
  - Trailer Towing Package recommended for all light trucks that will be used for towing to help ensure easy, proper connection of trailer lights.

## Required Equipment

Includes items that must be installed.\* Your New Vehicle Limited Warranty (see your dealer for a copy) may be voided if you tow without them.

**F-250:** For 20,000-pound conventional tow rating – Heavy-Duty Trailer Tow Package with 18" All-Season or 20" All-Terrain Tires

\*Check with your dealer for additional requirements, restrictions and limited warranty details.

## Frontal Area Considerations

	Frontal Area Limitations/ Considerations	With
F-250/F-350/F-450 Super Duty	75 sq. ft.	All 5th-Wheel and Gooseneck Applications
	60 sq. ft.	All Other Applications

**Frontal Area** is the total area in square feet that a moving vehicle and trailer exposes to air resistance. The chart above shows the maximum trailer frontal area that must be considered for a vehicle/trailer combination. Exceeding these limitations may significantly reduce the performance of your towing vehicle.

## Factory-Installed Trailer Hitch Receiver Options

**F-250/F-350/F-450 Super Duty Pickups:**  
A conventional trailer hitch receiver is standard on all Super Duty Pickups. The following configurations have a standard 2.5" receiver:

- F-250 (less Trailer Tow Package)
- F-350 Single Rear Wheel Gas

The following configurations have a standard 3" receiver with a 2.5" reducer and a high capacity 5/8" pin:

- F-250 equipped with Trailer Tow Package
- F-350 Single Rear Wheel 6.7L
- F-350/F-450 Dual Rear Wheel

See chart below for the weight-carrying and weight-distributing capacities of these hitch receivers. (These capacities also are shown on a label affixed to each receiver.)

## Rear Axle Ratio Codes

If you do not know the axle ratio of your vehicle, check its Truck Safety Compliance Certification Label (located on the left front door lock facing or the door latch post pillar). Below the bar code, you will see the word AXLE and a two-digit code. Use this chart to find the axle ratio that corresponds to that code:

Vehicle	Rear Axle Ratio	Non-Limited Slip	Limited Slip	Electronic Locking
F-250/F-350/F-450 Super Duty	3.31	31	Not Available	3H
	3.55	35	3K	3J
	3.73	37	3L	3E
	4.10	Not Available	4N	Not Available
	4.30	Not Available	4L	4M

## Hitch Receiver Weight Capacity

Refer to the Trailer Towing Selector chart for Maximum Loaded Trailer Weights for each vehicle.

Vehicle	Weight-Carrying Max. Trailer Capacity (lbs.) <sup>1</sup>	Max. Tongue Load (lbs.)	Weight-Distributing Max. Trailer Capacity (lbs.) <sup>1</sup>	Max. Tongue Load (lbs.)
F-250 less Trailer Tow Package/F-350 Super Duty SRW gas engine	15,000	1,500	15,000	1,500
F-250 with Trailer Tow Package/F-350 Super Duty SRW w/6.7L engine	21,200	2,120	21,200	2,120
F-350 Super Duty DRW/F-450 Regular Cab	21,200	2,120	21,200	2,120
F-450 Super Duty Crew Cab	24,200	2,420	24,200	2,420

<sup>1</sup>Hitch receivers do not include a hitch ball or ball mounting. You are responsible for obtaining the proper hitch ball, ball mounting, weight-distributing equipment (i.e., equalizing arms and snap-up brackets, sway control system) and other appropriate equipment to tow both the trailer and its cargo load.

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.



# SUPER DUTY® PICKUP/CAMPER COMBINATION SELECTOR

Combined weight of vehicle, camper body, occupants and cargo must not exceed Gross Vehicle Weight Rating (GVWR)

Cargo Weight Rating shown in chart is maximum allowable, assuming weight of a base vehicle with required camper option content and a 150-lb. passenger at each available seating position

Ratings also assume weight of engine and standard transmission. Cargo Weight Rating shown must be further reduced by weight of transmission upgrade and any other options. Option weights and center-of-gravity information are available on the Ford Pickup Truck Consumer Information Sheet

## F-250/F-350/F-450 Super Duty Camper Package (Option Code 471)

Increased capacity front springs (2 Up [4x2] or 1 Up [4x4] upgrade over springs, computer-selected based on options ordered. Not included if maximum springs already selected.)

Rear stabilizer bar (SRW)

Rear auxiliary springs (F-250)

Slide-in camper certification

Available on XL, XLT, Lariat, King Ranch® and Platinum (DRW)

If you intend to pull a trailer in addition to carrying your camper, refer to the Super Duty Pickup Conventional Trailer Towing Selector charts.

**M** Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in kilometers, multiply miles by 1.6; to obtain information in centimeters, multiply feet by 30.48.

<sup>1</sup>Requires Camper Package option. <sup>2</sup>With Trailer Tow Package.

<sup>3</sup>With optional 9,900-lb. GVWR Package. <sup>4</sup>With optional 10,000-lb.

GVWR Package. <sup>5</sup>With optional 13,000-lb. GVWR Package.

<sup>6</sup>Tremor Package.

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.

## MAXIMUM CARGO WEIGHT WITH SLIDE-IN CAMPER

**Note:** The following chart lists GVWRs and Maximum Cargo Weights (with minimum equipment) by engine for each approved pickup model: 6.2L V8, 7.3L V8 and 6.7L Power Stroke® Turbo Diesel V8.

	Wheelbase	GVWR (lbs.)			Maximum Cargo Weight Rating (lbs.)		
		6.2L	7.3L	6.7L	6.2L Std./Opt. <sup>3</sup>	7.3L Std./Opt. <sup>3</sup>	6.7L Std./Opt. <sup>3</sup>
<b>F-250 Super Duty<sup>1</sup></b>							
4x2 Reg. Cab	141.5"	10,000	10,000	10,000	3,816/3,716	3,710/3,610	3,010/2,910
4x2 Reg. Cab	141.5"	–	–	10,600 <sup>2</sup>	– / –	– / –	3,542/ –
4x2 SuperCab	147.9"	10,000	10,000	10,000	3,091/2,991	2,985/2,885	2,291/2,191
4x2 SuperCab	147.9"	–	–	10,700 <sup>2</sup>	– / –	– / –	2,923/ –
4x2 SuperCab	164.1"	10,000	10,000	10,000	2,979/2,879	2,874/2,774	2,159/2,059
4x2 SuperCab	164.1"	–	–	10,800 <sup>2</sup>	– / –	– / –	2,893/ –
4x2 Crew Cab	159.7"	10,000	10,000	10,000	2,991/2,891	2,886/2,786	2,171/2,071
4x2 Crew Cab	159.7"	–	–	10,800 <sup>2</sup>	– / –	– / –	2,905/ –
4x2 Crew Cab	175.9"	10,000	10,000	10,000	2,762/2,662	2,657/2,557	1,942/1,842
4x2 Crew Cab	175.9"	–	–	10,800 <sup>2</sup>	– / –	– / –	2,676/ –
4x4 Reg. Cab	141.5"	10,000	10,000	10,000	3,385/3,285	3,280/3,180	2,597/2,497
4x4 Reg. Cab	141.5"	–	–	10,800 <sup>2</sup>	– / –	– / –	3,330/ –
4x4 SuperCab	147.9"	10,000	10,000	10,000	2,672/2,572	2,566/2,466	1,894/1,794
4x4 SuperCab	147.9"	–	–	10,800 <sup>2</sup>	– / –	– / –	2,626/ –
4x4 SuperCab	164.1"	10,000	10,000	10,000	2,580/2,480	2,474/2,374	1,773/1,673
4x4 SuperCab	164.1"	–	–	10,800 <sup>2</sup>	– / –	– / –	2,507/ –
4x4 Crew Cab	159.7"	10,000	10,000	10,000	2,584/2,484	2,478/2,378/2,102 <sup>6</sup> /2,045 <sup>6</sup>	1,784/1,684/– /1,333 <sup>6</sup>
4x4 Crew Cab	159.7"	–	10,000	9,900	– / –	– / –	–
4x4 Crew Cab	159.7"	–	–	10,800 <sup>2</sup>	– / –	– / –	2,518/ – /
4x4 Crew Cab	175.9"	10,000	10,000	10,800	– / –	– / –	2,233 <sup>6</sup> / –
4x4 Crew Cab	175.9"	–	–	10,800 <sup>2</sup>	– / –	– / –	2,242/ –
<b>F-350 SRW Super Duty<sup>1</sup></b>							
17" Tires							
4x2 Reg. Cab	141.5"	10,100	10,100	10,600	3,725/3,625	3,691/3,591	3,537/2,937
4x2 SuperCab	147.9"	10,100	10,100	10,700	3,027/2,927	2,993/2,893	2,960/2,260
4x2 SuperCab	164.1"	10,400	10,400	11,000	3,214/2,814	3,180/2,780	3,133/2,133
4x2 Crew Cab	159.7"	10,200	10,200	10,800	2,966/2,766	2,932/2,732	2,879/2,079
4x2 Crew Cab	175.9"	10,600	10,600	11,100	3,139/2,539	3,105/2,505	2,941/1,841
4x4 Reg. Cab	141.5"	10,400	10,400	11,000	3,603/3,203	3,568/3,168	3,519/2,519
4x4 SuperCab	147.9"	10,500	10,500	11,000	3,001/2,501	2,967/2,467	2,843/1,843
4x4 SuperCab	164.1"	10,800	10,800	11,300	3,192/2,392	3,158/2,358	3,016/1,716
4x4 Crew Cab	159.7"	10,600	10,600	11,200	2,951/2,351	2,917/2,317/2,042 <sup>6</sup>	2,864/1,664/1,379 <sup>6</sup>
4x4 Crew Cab	175.9"	10,900	10,900	11,500	3,018/2,118	2,984/2,084	2,882/1,382
18" Tires							
4x2 Reg. Cab	141.5"	10,500	10,500	11,100	4,098/ –	4,064/ –	3,980/ –
4x2 SuperCab	147.9"	10,600	10,600	11,200	3,497/ –	3,463/ –	3,403/ –
4x2 SuperCab	164.1"	10,900	10,900	11,500	3,688/ –	3,654/ –	3,575/ –
4x2 SuperCab	164.1"	–	–	11,400	– / –	– / –	3,533/ –
4x2 Crew Cab	159.7"	10,700	10,700	11,300	3,440/ –	3,406/ –	3,322/ –
4x2 Crew Cab	175.9"	11,100	11,100	11,500	3,613/ –	3,579/ –	3,284/ –
4x2 Crew Cab	175.9"	–	–	11,400	– / –	– / –	3,241/ –
4x4 Reg. Cab	141.5"	10,900	10,900	11,500	4,077/ –	4,042/ –	3,962/ –
4x4 SuperCab	147.9"	11,000	11,000	11,500	3,475/ –	3,441/ –	3,285/ –
4x4 SuperCab	164.1"	11,300	11,300	11,500	3,666/ –	3,632/ –	3,159/ –
4x4 Crew Cab	159.7"	11,100	11,100	11,500	3,425/ –	3,391/ –	3,107/ –
4x4 Crew Cab	175.9"	11,300	11,300	12,000	3,391/ –	3,357/ –	3,356/ –
18"/20" All-Terrain and 20" All-Season Tires							
4x4 Reg. Cab	141.5"	11,400	11,400	11,500	4,572/ –	4,537/ –	3,957/ –
4x4 Reg. Cab	141.5"	–	–	11,400	– / –	– / –	3,919/ –
4x4 SuperCab	147.9"	11,300	11,300	11,500	3,770/ –	3,736/ –	3,281/ –
4x4 SuperCab	147.9"	–	–	11,400	– / –	– / –	3,243/ –
4x4 SuperCab	164.1"	11,500	11,800	11,500	3,861/ –	4,067/ –	3,154/ –
4x4 SuperCab	164.1"	11,400	11,500	11,400	3,823/ –	3,827/ –	3,116/ –
4x4 SuperCab	164.1"	–	11,400	–	– / –	3,789/ –	– / –
4x4 Crew Cab	159.7"	11,300	11,300	11,500	3,620/ –	3,586/ – /	3,102/ – /
4x4 Crew Cab	159.7"	–	11,300	11,500	– / –	3,373 <sup>6</sup> / –	2,910 <sup>6</sup> / –
4x4 Crew Cab	159.7"	–	–	11,400	– / –	– / –	3,064 <sup>6</sup> / – /
4x4 Crew Cab	175.9"	–	–	11,400	– / –	– / –	2,810 <sup>6</sup> / –
4x4 Crew Cab	175.9"	11,500	11,900	12,400	3,586/ –	3,892/ –	3,751/ –
4x4 Crew Cab	175.9"	11,400	11,500	11,400	3,549/ –	3,552/ –	2,813/ –
4x4 Crew Cab	175.9"	–	11,400	–	– / –	3,515/ –	– / –
<b>F-350 DRW Super Duty<sup>1</sup></b>							
4x2 Reg. Cab	141.5"	14,000	14,000	14,000	7,278/6,278	7,274/6,274	6,556/5,556
4x2 SuperCab	164.1"	14,000	14,000	14,000	6,359/5,359	6,363/5,363	5,653/4,653
4x2 Crew Cab	175.9"	14,000	14,000	14,000	6,133/5,133	6,137/5,137	5,422/4,422
4x4 Reg. Cab	141.5"	14,000	14,000	14,000	6,833/5,833	6,837/5,837	6,123/5,123
4x4 SuperCab	164.1"	14,000	14,000	14,000	5,940/4,940	5,944/4,944	5,232/4,232
4x4 Crew Cab	175.9"	14,000	14,000	14,000	5,708/4,708	5,712/4,712	4,967/3,967
<b>F-450 DRW Super Duty<sup>1</sup></b>							
4x2 Reg. Cab	141.5"	–	–	14,000	– / –	– / –	5,838/ –
4x4 Reg. Cab	141.5"	–	–	14,000	– / –	– / –	5,538/ –
4x2 Crew Cab	175.9"	–	–	14,000	– / –	– / –	4,818/ –
4x4 Crew Cab	175.9"	–	–	14,000	– / –	– / –	4,513/ –

# TOWING BASICS

Towing a trailer is demanding on your vehicle, your trailer and your personal driving skills. Follow some basic rules that will help you tow safely and have a lot more fun.

For the latest RV & Trailer Towing information, check out [www.fleet.ford.com/towing-guides](http://www.fleet.ford.com/towing-guides) or go to [esourcebook.dealerconnection.com](http://esourcebook.dealerconnection.com)

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Many of the recreational vehicles shown in this brochure are modified or manufactured by companies other than Ford Motor Company. Ford assumes no responsibility for such modifications or manufacturing.

## Cargo and Weight Distribution

For optimum handling and braking, the load must be properly distributed

Keep center of gravity low for best handling

Approximately 60% of the allowable cargo weight should be in the front half of the trailer and 40% in the rear (within limits of tongue load or king pin weight)

Load should be balanced from side-to-side to optimize handling and tire wear

Load must be firmly secured to prevent shifting during cornering or braking, which could result in a sudden loss of control

## Before Starting

Before setting out on a trip, practice turning, stopping and backing up your trailer in an area away from heavy traffic

Know clearance required for trailer roof

Check equipment (make a checklist)

## Backing Up

Back up slowly, with someone spotting near the rear of the trailer to guide you

Place one hand at bottom of steering wheel and move it in the direction you want the trailer to go

Make small steering inputs – slight movement of steering wheel results in much greater movement in rear of trailer

## Turning

When turning, be sure to swing wide enough to allow trailer to avoid curbs and other obstructions.

## Braking

Allow considerably more distance for stopping with trailer attached

Remember, the braking system of the tow vehicle is rated for operation at the GVWR, not GCWR

If your tow vehicle is an F-150, F-Series Super Duty®, Transit or Expedition and your trailer has electric brakes, the optional Integrated Trailer Brake Controller (TBC) assists in smooth and effective trailer braking by powering the trailer's electric or electric-over-hydraulic brakes with proportional output based on the towing vehicle's brake pressure

If you are experiencing trailer sway and your vehicle is equipped with electric brakes and a brake controller, activate the trailer brakes with the brake controller by hand. Do not apply the tow vehicle brakes as this can result in increased sway

## Towing On Hills

Downshift the transmission to assist braking on steep downgrades and to increase power (reduce lugging) when climbing hills

With TorqShift® transmission, select tow/haul mode to automatically

eliminate unwanted gear search when going uphill and help control vehicle speed when going downhill

## Parking With A Trailer

Whenever possible, vehicles with trailers should not be parked on a grade. However, if it is necessary, place wheel chocks under the trailer's wheels, following the instructions below.

Apply the foot service brakes and hold

Have another person place the wheel chocks under the trailer wheels on the downgrade side

Once the chocks are in place, release brake pedal, making sure the chocks will hold the vehicle and trailer

Apply the parking brake

Shift automatic transmission into park, or manual transmission into reverse

With 4-wheel drive, make sure the transfer case is not in neutral (if applicable)

## Starting Out Parked On A Grade

Apply the foot service brake and hold

Start the engine with transmission in park (automatic) or neutral (manual)

Shift the transmission into gear and release the parking brake

Release the brake pedal and move the vehicle uphill to free the chocks

Apply the brake pedal while another person retrieves the chocks

## Acceleration And Passing

The added weight of the trailer can dramatically decrease the acceleration of the towing vehicle – exercise caution.

When passing a slower vehicle, be sure to allow extra distance. Remember, the added length of the trailer must clear the other vehicle before you can pull back in

Signal and make your pass on level terrain with plenty of clearance

If necessary, downshift for improved acceleration

## Driving With An Automatic Overdrive Transmission

With certain automatic overdrive transmissions, towing – especially in hilly areas – may cause excessive shifting between overdrive and the next lower gear.

To eliminate this condition and achieve steadier performance, overdrive can be locked out (see vehicle owner's manual)

If excessive shifting does not occur, use overdrive to help enhance performance

Overdrive may also be locked out to obtain engine braking on downgrades

When available, select tow/haul mode to automatically eliminate unwanted gear search and help control vehicle speed when going downhill

## Driving With Cruise Control

Turn off the cruise control with heavy loads or in hilly terrain. The cruise control may turn off automatically when you are towing on long, steep grades. Use caution while driving on wet roads and avoid using cruise control in rainy or winter weather conditions.

## Tire Pressure

Underinflated tires get hot and may fail, leading to possible loss of vehicle control

Overinflated tires may wear unevenly and compromise traction and stopping capability

Tires should be checked often for conformance to recommended cold inflation pressures

## Spare Tire Use

A conventional, identical full-size spare tire is required for trailer towing (mini, compact and dissimilar full-size spare tires **should not** be used; always replace the spare tire with a new road tire as soon as possible).

## On The Road

After about 50 miles, stop in a protected location and double-check:

Trailer hitch attachment

Lights and electrical connections

Trailer wheel lug nuts for tightness

Engine oil – check regularly throughout your trip

## High Altitude Operation

Your vehicle may have reduced performance when operating at high altitudes and when heavily loaded or towing a trailer. While driving at elevation, in order to match driving performance as perceived at sea level, reduce GVWs and GCWs by 2% per 1,000 ft. elevation.

## Powertrain/Frontal Area Considerations

The charts in this Guide show the minimum powertrain needed to achieve an acceptable towing performance for the listed GCW of tow vehicle and trailer

Under certain conditions, however, (e.g., when the trailer has a large frontal area that adds substantial air drag or when trailering in hilly or mountainous terrain) it is wise to choose a vehicle with a higher rating

Towing performance is maximized with a low-drag, rounded front design trailer

## Selecting a Trim Series

Your specific vehicle's tow capability could be reduced based on weight of selected trim series and option content.

**Note:** For additional trailering information pertaining to your vehicle, refer to the vehicle owner's manual.